2013 CEV
SUPERSTOCK 600
TECHNICAL RULES

4.6 SUPERSTOCK 600 TECHNICAL SPECIFICATIONS

The following rules are intended to permit limited changes to the homologated motorcycle in the interests of safety and improved competition between various motorcycle concepts.

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THIS RULE IS STRICTLY FORBIDDEN

If a change to a part or system is not specifically allowed in any of the following articles, then it is forbidden

Superstock 600 motorcycles require an FIM homologation. All motorcycles must comply in every respect with all the requirements for Road Racing as specified in these Regulations, unless they are already equipped as such on the homologated model.

The appearance from both front, rear and the profile of Superstock 600 motorcycles must (except when otherwise stated) conform to the homologated shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule.

Only one motorcycle per rider and class will be allowed to go under the technical inspection. If during the official practice sessions a motorcycle suffers any damages that are difficult to repair in the circuit, the Technical Steward could allow a second motorcycle to go under the technical inspection.

Once the official practice sessions have started, only the motorcycle that has gone under the technical inspection will be allowed to be inside the box.

4.6.1 Motorcycle specifications

All parts and systems not specifically mentioned in the following articles must remain as originally produced by the manufacturer for the homologated motorcycle

4.6.2 Balancing various motorcycle concepts

In order to equalize the performance of motorcycles with different engine configurations, changes in the minimum weight may be applied according to their respective racing performances. The decision about applying a handicap system to a respective class is taken by the CEV Commission at any time.

The application of the handicap will follow the system like described in 2.4.2 of the Superbike regulation but will be adapted to the Superstock 600 class.

4.6.3 Displacement capacities

The following engine configurations comprise the Stock Extreme class:

Over 400 cc up to 600 cc	4-stroke	4 cylinders
Over 600 cc up to 675 cc	4-stroke	3 cylinders
Over 600 cc up to 750 cc	4-stroke	2 cylinders

The displacement capacity, bore and stroke (new), must remain at the homologated size.

4.6.4 Minimum Weights

Minimum total weight of Motorcycle + Rider: 240 kgs

During the practice, qualifying sessions and at the end of the race, riders may be asked to submit their motorcycle to a weight control. In all cases the rider must comply with this request.

The selected motorcycles will be weighed in the condition they finished the race, and the established weight limit must be met in this condition. Nothing may be added to the motorcycle. This includes all fluids.

The use of ballast is allowed to stay over the minimum weight limit and may be required due to the handicap system. The use of ballast and weight handicap must be declared to the CEV Technical Director at the preliminary checks.

4.6.5 Number Plate Colours

The background colours and figures (numbers) for Superstock 600 are yellow background with black numbers:

The sizes for all the front numbers are:	Minimum height:	160 mm
	Minimum width:	80 mm
	Minimum stroke:	25 mm
	Minimum space between numbers	**10 mm**
The size for all the side numbers is:	Minimum height:	120 mm
	Minimum width:	60 mm
	Minimum stroke:	25 mm
	Minimum space between numbers	**10 mm**

The allocated number (& plate) for the rider must be affixed on the machine as follows:

- once on the front, either in the centre of the fairing or slightly off to one side. **The number must be centred on the yellow background with no advertising within 25mm in all directions**
- once on each side of the motorcycle. Alternatively, once across the top of the rear seat section with the top of the number towards the rider. The rear and side numbers are optional. The preferred location for the numbers on each side of the motorcycle is on the lower rear portion of the main fairing near the bottom. **The number must be centred on the yellow background.**

These numbers must have the same size as the front numbers.

In case of a dispute concerning the legibility of numbers, the decision of the Technical Director will be final.

4.6.6 Fuel

All engines must function on normal unleaded fuel with a maximum lead content of 0.005 g/l (unleaded) and a maximum MON of 90 (see Art. 2.10.1 for full specification)

Only fuel from the appointed fuel supplier is permitted. This fuel will conform to the RFME/FIM Grand Prix specification. Use of this fuel without any addition or alteration is mandatory **during all event (free practices, qualifying practices, warm-up and races).**

4.6.7 Tyres

Only tyres from the official tyre supplier may be used in a Superstock 600 and each team must sign a contract.

The tyre specifications available at each event will be determined by the tyre supplier.

4.6.8 Engine

4.6.8.1 Fuel Injection System

Fuel injection systems refer to throttle bodies, fuel injectors, variable length intake tract devices, fuel pump and fuel pressure regulator.

The original homologated fuel injection system must be used without any modification.

The fuel injectors must be stock and unaltered from the original specification and manufacture.

Bell mouths must remain as originally produced by the manufacturer for the homologated motorcycle.

Butterfly valves cannot be changed or modified.

Variable intake tract devices cannot be added if they are not present on the homologated motorcycle and they must remain identical and operate in the same way as the homologated system. All the parts of the variable intake tract device must remain exactly as homologated.

Air and air/fuel mixture can go to the combustion chamber exclusively through the throttle body butterflies.

Electronically controlled throttle valves, known as 'ride-by-wire', may be only used if the homologated model is equipped with the same system. Software may be modified but all the safety systems and procedures designed by the original manufacturer must be maintained.

4.6.8.2 Cylinder Head

No modifications are allowed.

No material may be added or removed from the cylinder head.

The cylinder head gasket may be changed.

The valves, valve seats, guides, springs, tappets, oil seals, shims, cotter valve, spring base and spring retainers must be as originally produced by the manufacturer for the homologated machine. Only normal maintenance interventions as prescribed by the Manufacturer in the model's Service Manual are authorised.

Valve spring shims are not allowed.

4.6.8.3 Camshaft

No modifications are allowed.

At the technical checks: for direct cam drive systems, the cam lobe lift is measured; for non direct cam drive systems (i.e. with rocker arms), the valve lift is measured.

The timing of the camshaft is free, however no machining of the camshaft sprocket is authorised.

4.6.8.4 Cam sprockets or Gears

No dimensional modifications are allowed.

4.6.8.5 Cylinders

No modifications are allowed.

4.6.8.6 Pistons
No modifications are allowed (including polishing and lightening).

4.6.8.7 Piston rings
No modifications are allowed.

4.6.8.8 Piston pins and Clips
No modifications are allowed.

4.6.8.9 Connecting rods
No modifications are allowed (including polishing and lightening).

4.6.8.10 Crankshaft
No modifications are allowed (including polishing and lightening).

4.6.8.11 Crankcase and all other Engine Cases (i.e. ignition case, clutch case, etc.)
Crankcases must remain as homologated. No modifications are allowed (including painting, polishing and lightening).

It is not allowed to add a pump used to create a vacuum in the crankcase. If a vacuum pump is installed on the homologated motorcycle then it may be used only as homologated.

4.6.8.11.1 Lateral covers and protection

Lateral (side) covers may be altered, modified or replaced. If altered or modified, the cover must have at least the same resistance to impact as the original one. If replaced, the cover must be made in material of same or higher specific weight and the total weight of the cover must not be less than the original one.

All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from **metal, such as aluminium alloy, stainless steel, steel or titanium.**

These covers must be fixed properly and securely **with case cover screws that also mount the original covers/engine cases to the crankcases.**

The Technical Director has the right to forbid any cover, if the evidence shows the cover is not effective.

Plates **or crash** bars made from aluminum or steel **also are** permitted in addition to these covers. All **of** these devices must be designed to be resistant against sudden shocks, **abrasions** and **crash damage.**

Only for the present season is authorize to use carbon, Kevlar®, or reinforced plastic lateral covers/engine. All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely.

4.6.8.12 Transmission / Gearbox
No modifications are allowed.

Quick-shift systems are allowed (including wire and potentiometer)

Countershaft sprocket, rear wheel sprocket, chain pitch and size may be changed.

The sprocket cover may be modified or eliminated.

Chain guard as long as it is not incorporated in the rear fender may be removed.

4.6.8.13 Clutch
No modifications are allowed.

Only friction and drive discs may be changed, but their number must remain as original.

Clutch springs may be changed.

4.6.8.14 Oil pumps and Oil lines
No pump modifications are allowed.

Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or threaded connectors.

4.6.8.15 Radiator, cooling system and oil coolers
The radiator may be changed only if it fits in the standard location and does not require any modifications to the main frame or to the fairings' outer appearance.

Protective meshes can be added in front of the oil and/or water radiator(s).

Modifications to the existing oil cooler are allowed only if it does not require any modifications to the main frame or to the fairings' outer appearance. A heat exchange (oil/water) can be exchanged by oil cooler.

Tanks may be changed but must be fixed in a secure way.

Additional oil coolers are not allowed.

Radiator fan and wiring may be removed

Thermal switches, water temperature sensor and thermostat can be removed inside the cooling system.

4.6.8.16 Air box

The air box must remain as originally produced by the manufacturer on the homologated machine but the air box drains must be sealed.

The air filter element may be modified or replaced.

All motorcycles must have a closed breather system. All the oil breather lines must be connected and discharge in the airbox.

A catch-tank may be fitted in the engine breather between the cam cover and airbox. The catch tank is solely for the purpose of collecting engine fluids, no other functions (such as pressure modification) are permitted and breather connections may only be directly between the cam cover, catch tank and airbox. The catch tank and connections must be visible for inspection at all times (that is, not permanently built into the chassis or other parts).

4.6.8.17 Fuel supply

Fuel lines from the fuel tank to the delivery pipe assembly (excluded) may be replaced but the fuel petcock must remain as originally produced by the manufacturer.

Quick connectors or dry break quick connectors may be used.

Fuel pressure regulator must remain standard

Fuel vent lines may be replaced.

Fuel filters may be added.

4.6.8.18 Exhaust system

Exhaust pipes and silencers may be modified or changed. Catalytic converters must be removed.

The number of the final exhaust silencer(s) must remain as homologated. The silencer(s) must be on the same side(s) of the homologated model.

For safety reasons, the exposed edges of the exhausts pipe(s) outlet must be rounded to avoid any sharp edges.

Wrapping of exhaust systems is not allowed except in the area of the riders foot or an area in contact with the fairing for protection from heat.

4.6.9 Electrics and Electronics

4.6.9.1 Ignition / Engine Control System (ECU)

The engine control unit (ECU) must be either:

a) The original system as homologated and its software may be changed

b) Or the ECU kit model (produced and/or approved by the machine Manufacturer) may be used. A special connector may be used to connect ECU and the original wire loom.
The retail price of the full system (software included) must not be more than 1.5 times higher than the price of the original system.

c) In addition to option a) and b) mentioned above, external ignition and/or injection module/s may be added to the standard production ECU, but their total retail price cannot be higher than the complete ECU kit.

Central unit (ECU) may be relocated.

Spark plugs may be replaced.

4.6.9.2 Generator, alternator, electric starter

No modifications are allowed.

The electric starter must operate normally and always be able to start the engine during the event.

4.6.9.3 Additional equipment

Additional electronic hardware equipment not on the original homologated motorcycle can be added (e.g. data acquisition and sensors, computers, recording equipment). Original speedometer and tachometer may be altered or replaced. (see also 2.7.11).

The addition of a device for infra red (IR) transmission of a signal between the racing rider and his team, used exclusively for lap timing, is allowed.

The addition of a GPS unit for lap timing/scoring purposes is allowed.

Telemetry is not allowed.

4.6.9.4 Wiring harness

The original wire-loom may be modified as indicated hereafter:

The wiring loom may be replaced by the 'kit' wire harness loom, as supplied for the ECU Kit model, produced or approved by the Manufacturer of the motorcycle.

The wiring loom and the key/ignition lock may be relocated or replaced.

Cutting of the wiring harness is not allowed.

4.6.9.5 Battery

The battery may be replaced. If replaced, its nominal capacity (C/1) must be equal to or higher than the homologated type.

4.6.10 Frame and body

4.6.10.1 Frame body and Rear sub frame

Frame must remain as originally produced by the manufacturer for the homologated machine.

Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount, sensors).

The sides of the frame-body may be covered by a protective part made of a composite material. These protectors must fit the form of the frame.

Nothing else may be added or removed from the frame body.

All motorcycles must display a vehicle identification number punched on the frame body (chassis number).

Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated machine.

Rear sub frame may be changed or altered, but the type of material must remain as homologated, or of higher specific weight.

Additional seat brackets may be added, non-stressed protruding brackets may be removed if they do not affect the safety of the construction or assembly. Bolt-on accessories to the rear sub-frame may be removed.

The paint scheme is not restricted but polishing the frame body or sub frame is not allowed

4.6.10.2 Front Forks

Forks structure (spindle, stanchions, bridges, stem, etc.) must remain as originally produced by the manufacturer for the homologated machine.

Original internal parts of the homologated forks may be modified or changed

After market damper kits or valves may be installed.
No aftermarket or prototype electronically-controlled suspension parts may be used, unless such suspension is already present on the production model of the homologated motorcycle, and it must remain completely standard (all mechanical or electronic parts must remain as homologated). The original suspension system must work safely in the event of an electronic failure.

After market damper kits or valves may be installed.

Fork caps may be modified or replaced to allow external adjustment.

Dust seals may be modified, changed or removed if the fork remains totally oil-sealed.

The original surface finish of the fork tubes (stanchions, fork pipes) may be changed. Additional surface treatments are allowed.

The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated motorcycle.

A steering damper may be added or replaced with an after-market damper.

The steering damper cannot act as a steering lock limiting device.

4.6.10.3 Rear fork (Swing arm)

Every part of the rear fork must remain as originally produced by the manufacturer for the homologated motorcycle.

A chain guard must be fitted in such a way to reduce the possibility that any part of the riders' body may become trapped between the lower chain run and the rear wheel sprocket.

Rear fork pivot bolt must remain as originally produced by the manufacturer for the homologated motorcycle.

Rear wheel stand brackets may be added to the rear fork by welding or by bolts. Brackets must have rounded edges (with a large radius). Fastening screws must be recessed. An anchorage system or point(s) to keep the original rear brake calliper in place may be added to the rear swing-arm.

4.6.10.4 Rear suspension unit

Rear suspension unit (shock absorber) may be modified or replaced, but the original attachments to the frame and rear fork (swing arm) must be as homologated.

Rear suspension unit and spring may be changed.
No aftermarket or prototype electronically-controlled suspension unit maybe used, unless such suspension is already present on the production model of the homologated motorcycle, and it must remain completely standard (any mechanical or electronic parts must remain as homologated). The original suspension system must work properly safely in the event of an electronic failure.

Rear suspension linkage must remain as originally produced by the manufacturer for the homologated motorcycle.

4.6.10.5 Wheels

Wheels must remain as originally produced by the manufacturer for the homologated motorcycle.

The speedometer drive may be removed and replaced with a spacer.

If the original design includes a cushion drive for the rear wheel, it must remain as originally produced for the homologated motorcycle.

No modifications of the wheel-axles or any fixing and mounting points for front brake calliper are authorised. Spacers may be modified. Modifications to the wheels to keep spacers in place are permitted.

Wheel balance weights may be discarded, changed or added to.

Any inner tube (if fitted) or inflation valves may be used.

4.6.10.6 Brakes

Brake disks can be replaced.
Internally ventilated discs are not allowed.
Only ferrous materials are allowed for brake discs.

The front and rear brake caliper (mount, carrier, hanger) must remain as originally produced by the manufacturer for the homologated machine.

The rear brake caliper bracket may be mounted ‘fixed’ on the swing-arm, but the bracket must maintain the same mounting (fixing) points for the caliper as used on the homologated machine. A modification of these parts is authorised. The swing-arm may be modified for this reason to aid the location of the rear brake caliper bracket, by welding, drilling or by using a helicoil.

The front and rear master cylinder can be replaced.

Front and rear brake fluid reservoir may be changed with an aftermarket product.

Front and rear hydraulic brake lines may be changed.

The split of the front brake lines for both front brake calipers must be made above the lower fork bridge (lower triple clamp).

"Quick" (or "dry-brake") connectors in the brake lines are authorised.

Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick change type.

Additional air scoops or ducts are not allowed.

In order to reduce the transfer of heat to the hydraulic fluid it is permitted to add metallic shims to the calipers, between the pads and the calipers, and/or to replace light alloy pistons with steel pistons made by the same manufacturer of the caliper.

The Antilock Brake System (ABS) may be used only if installed in the homologated model for road use. However, it must be completely standard (any mechanical or electronic part must remain as homologated, brake discs and master cylinder levers excluded), and only the software of the ABS may be modified.

Anti lock system (ABS) can be disconnected and its ECU can be dismantled. The ABS rotor wheel can be deleted, modified or replaced.

Motorcycles CAN be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle.

4.6.10.7 Handle Bars and Hand Controls

Handle bars may be replaced.

Handle bars and hand controls may be relocated.

Throttle controls must be self closing when not held by the hand.
Throttle assembly and associated cables may be modified or replaced but the connection to the throttle body and to the throttle controls must remain as on the homologated motorcycle.

Clutch and brake lever may be replaced with an after-market model. An adjuster to the brake lever is allowed.

Switches may be changed but electric starter switch and engine stop switch must be located on the handle bars.

4.6.10.8 Foot rest / Foot controls

Foot rest/foot controls may be relocated but brackets must be mounted to the frame at the original mounting points. Their two original points of fixture (for the footrest, foot-controls and on the shift shaft) must remain as original. Foot controls linkage may be modified. The original mounting points must remain.

Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
The end of the foot rest must have at least an 8 mm solid spherical radius. (see Diagram A & C).

Non folding footrests must have an end (plug) which is permanently fixed, made of aluminium, plastic, Teflon® or an equivalent type material (minimum radius 8mm). The plug surface must be designed to reach the widest possible area. The Technical Director has the right to refuse any plug not satisfying this safety aim.

4.6.10.9 Fuel tank

Fuel tank must remain as originally produced by the manufacturer for the homologated motorcycle.

All fuel tanks must be completely filled with fire retardant material (open-celled mesh, i.e. Explosafe®).

Fuel tank valve petcock must remain as originally produced by the manufacturer for the homologated motorcycle.

Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material.

The sides of the fuel tank may be protected with a cover made of a composite material. These covers must fit the shape of the fuel tank.

Fuel caps may be changed. Fuel caps when closed must be leak proof. Additionally, they must be securely locked to prevent accidental opening at any time.

4.7.10.10 Fairing / Body work

a)	Fairing and body work may be replaced with exact cosmetic duplicates of the original parts, but must appear to be as originally produced by the manufacturer for the homologated machine, with slight differences due the racing use (different pieces mix, fixing points, fairing bottom, etc). The material may be changed. The use of carbon fibre or carbon composite materials is not allowed. Specific reinforcements in Kevlar® or carbon are allowed locally around holes and stressed areas.
b)	Overall size and dimensions must be the same as the original part**.**
c)	Wind screen may be replaced with a duplicate of transparent material. The height of the windscreen is free, within a tolerance of +/- 15 mm referred to the vertical distance from/to the upper fork bridge.
d)	Motorcycles that were not originally equipped with streamlining are not allowed to add streamlining in any form, with the exception of a lower fairing device, as described in point (h). This device cannot exceed above a line drawn horizontally from wheel axle to wheel axle.
e)	The original combination instrument/fairing brackets may be replaced, but the use of titanium and carbon (or similar composite materials) is forbidden. All other fairing brackets may be altered or replaced.
f)	The original air ducts running between the fairing and the air box may be altered or replaced. Carbon fibre composites and other exotic materials are forbidden. Particle grills or “wire-meshes” originally installed in the openings for the air ducts may be taken away.
g)	The lower fairing must to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). The lower edge of the openings in the fairing must be positioned at least 50 mm above the bottom of the fairing. Original openings for cooling in the lateral fairing/bodywork sections may be partially closed only to accommodate sponsors’ logos/lettering. Such modification shall be made using wire mesh or perforated plate. The material is free but the distance between all opening centres, circle centres and their diameters must be constant. Holes or perforations must have an open area ratio > 60%.
h)	The lower fairing must incorporate an opening of Ø 25 mm diameter in the front lower area. This hole must remain closed in dry conditions and must be only opened in wet race conditions.
i)	Front mudguards may be replaced with a cosmetic duplicate of the original parts and may be spaced upward for increased tyre clearance.
j)	Rear mudguard fixed on the swing arm may be modified deleted or changed but the original profile must be respected.

k)	Motorcycles may be equipped with inner ducts to improve the air stream towards the radiator but the appearance of the front, the rear and the profile of the motorcycle must not be changed.

4.6.10.11 Seat

The appearance from both front rear and profile must conform to the homologated shape.

Seat, seat base and associated body work may be replaced with parts of similar appearance as originally produced by the manufacturer for the homologated machine.

The top portion of the rear body work around the seat may be modified to a solo seat.

The seat/rear cowl replacement must allow for proper number display.

The homologated seat locking system (with plates, pins, rubber pads etc.) may be removed.

4.6.10.12 Rear Safety Light

All motorcycles CAN have a functioning red light mounted at the rear of the seat, to be used during Wet Races or in low visibility conditions, as declared by the Race Direction.

The rear safety light must comply with the following:
a) the lighting direction must be parallel to the centre line of the motorcycle (running direction) and it must be clearly visible from the rear, at least 15 degrees to both the left and right sides of the centre line of the motorcycle.
b) it must be safely mounted on the very end of seat/rear bodywork and approximately on the centre line of the motorcycle. In case of dispute over the mounting position or visibility of the Rear Safety Light, the decision of the FIM Superbike Technical Director will be final.
c) the power output/luminosity must be equivalent to approximately 10-15W (incandescent) or 3-5W (led).
d) the light must be able to be switched on and off.

4.6.10.13 Fasteners

Standard fasteners may be replaced with fasteners of any material and design but titanium fasteners may not be used. The strength and design must be equal to or exceed the strength of the standard fastener it is replacing.

Fasteners may be drilled for safety wire, but intentional weight-reduction modifications are not allowed.

Fairing/bodywork fasteners may be replaced with to the quick disconnect type.

Aluminium fasteners may only be used in non-structural locations.

4.6.11 The following items MAY be altered or replaced from those fitted to the homologated motorcycle.

Any type of lubrication, brake or suspension fluid may be used.

Gaskets and gasket materials (with the exception of cylinder base gasket).

Instruments, instrument bracket(s) and associated cables.

Painted external surface finishes and decals.
Material for brackets connecting non original parts (fairing, exhaust, instruments, etc) to the frame (or engine) cannot be made from titanium or fibre reinforced composites.

Protective covers for engine, frame, chain, footrests, etc. may be made in other materials like fibre composite material if these parts do not replace original parts mounted on the homologated model.

It is recommended that machines be equipped with a red light on the instrument panel. This light must flash in the event of oil pressure drop.

4.6.12 The Following Items MAY BE Removed

Emission control items (anti-pollution) in or around the air box and engine (O2 sensors, air injection devices).

Tachometer.

Speedometer.

Chain guard as long as it is not incorporated in the rear fender.

Bolt on accessories on a rear sub frame.

4.6.13 The Following Items MUST BE Removed

Headlamp, rear lamp and turn signal indicators. Openings must be covered by suitable materials.

Rear-view mirrors.

Horn.

License plate bracket.

Toolkit.

Helmet hooks and luggage carrier hooks

Passenger foot rests.

Passenger grab rails.

Safety bars, centre and side stands must be removed (fixed brackets must remain).

4.7.14 The Following Items MUST BE Altered

Motorcycles must be equipped with a functional ignition kill switch or button mounted at least on one side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.

All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired (i.e. on crankcases, oil lines, oil coolers, etc.)

All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox.

Where breather or overflow pipes are fitted they must discharge via existing outlets. The original closed system must be retained, no direct atmospheric emission is permitted.

4.14 SOUND LEVEL CONTROL

Sound limits in force :

Noise will be controlled at : Max. 107 dB/A measured at a mean piston speed of 11 m/sec. The fixed RPM specified in Art. 2.14.6 may be used.

4.14.6 Noise control

Due to the similarity of the piston stroke in different engine configurations within the capacity classes, the noise test will be conducted at a fixed RPM. For reference only, the mean piston speed at which the noise test is conducted is calculated at 11 m/sec.

	2 Cylinders	**3 Cylinders**	**4 Cylinders**
600 cc.	5.500 RPM	6.500 RPM	7.000 RPM
To 750 cc.	5.500 RPM	6.000 RPM	7.000 RPM

4.14.13 Noise control after the competition

In a competition which requires a final examination of machines before the results are announced, this examination must include a noise control measurement of at least the first three machines listed in the final classification. At this final test, there will be a 3 dB/A tolerance.